No. 25939

SECRET LOG

for a

UNITED STATES MERCHANT VESSEL

UNITED STATES FLEET

HEADQUARTERS OF THE COMMANDER IN CHIEF

1943

S. S. Flying Arrow

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UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1943

1. The secret log for United States Merchant Vessels shall be issued by routing officers to all United States owned and controlled vessels and shall be kept and handled in accordance with the instructions contained herein.

R. S. EDWARDS,
Vice Admiral, U. S. Navy,
Chief of Staff.

INSTRUCTIONS FOR KEEPING THE SECRET LOG

1. The following extract is quoted from section 2, article 11109 (p. 16), of WARTIME INSTRUCTIONS FOR UNITED STATES MERCHANT VESSELS:

"(*c*) A deck log and engine log may be kept but shall *not* contain, under any circumstances, any record of, or information relative to, the following particulars:

(1) Latitude and longitude.
(2) Courses steered.
(3) Bearings or distances of land, lights, or other marks.
(4) Names or positions of any ships sighted.
(5) Movement in convoy.

"(*d*) The secret log is to be kept by the master in which he is to record such information (enumerated in (*c*) above) as is necessary. When not in use, this secret log shall be kept in the overboard bag with the master's confidential books.

"(*e*) The various log books, both secret and otherwise, are to be produced for inspection when required by naval authorities and extracts are to be supplied to them if requested.

NOTE: Officers examining this log must indicate fact by signing in appropriate space provided. If any excerpts are copied from log, the fact must be indicated.

"(*f*) On completion of a voyage at a port in continental United States the master shall turn over to the U. S. Navy routing officer his *secret logs*. At this time copies of the deck log and engine log, which comply with paragraph (*c*) above, may be furnished the owners and the War Shipping Administration, if desired."

NOTE: No record shall be furnished owners or the War Shipping Administration which contains information relative to:

(1) Latitude and longitude.
(2) Courses steered.
(3) Bearing or distances of land, lights or other marks.
(4) Names or positions of any ships sighted.
(5) Movement in convoy.

2. The purpose of supplying the master with this secret log book is twofold:

(1) To keep under one cover all secret information.
(2) To provide the master with a note book in which to record all events or observations of naval interest.

3. With regard to paragraph 2 above, masters are requested to enter in the Remarks section information relative to:

(*a*) *Sightings of enemy submarines, surface ships, or aircraft.*—Include (1) time of sighting, (2) exact position, (3) estimated course and speed of advance of enemy craft, and (4) a description of enemy craft.

(*b*) *Port information.*—Include statements as to congestion of port, facilities available for loading and discharging, difficulties experienced in stevedoring, in obtaining bunkers, water, supplies, and pilotage.

(*c*) *Crew discipline.*—Include statement as to general efficiency and discipline of crew. When a member of the crew is logged in the standard deck log, the fact should also be recorded in the secret log.

(*d*) *Convoy and routing procedure.*—Include constructive comments relating to United Nations' convoy or routing administration. Suggestions for improvements will be welcomed.

4. In connection with paragraph 3 (*c*) above, the following extract from Section 333, NAVAL COURTS AND BOARDS, is quoted below for information of masters:

> The officers, members of crews, and passengers on board merchant ships of the United States, although not in the naval service of the United States, are under the laws of the United States, the decisions of the courts, and, by the very necessities of the case, subject to military control while in the actual theatre of war.

While vessels are in the actual theatre of war, or are part of military missions, all breaches of discipline by members of the crew which jeopardize the safety of the vessel, or tend to obstruct the prosecution of the war, should be referred to the nearest naval authority without delay. The actual theatre of war is defined as all waters excepting the territorial waters of neutral or unoccupied countries.

5. Compliance with these instructions will ensure a definite contribution by the master toward winning the war.

Issued to S/S Flying Arrow

at San Francisco

By _____

_____
(Title)

Record of Examinations by Naval Authorities

Name	Date	Location

Date	Time	Latitude	Longitude	Base course	Distance
March 14					
"					
"					
"					
"					
"					
"					
15th	Noon	35°32 N	128°00 W	Var	
16th	Noon	32°00' N	134°28 W	244°	
17th	Noon	30°17' N	140°53' W	244°	
18	Noon	27°03' N	147°04' W	239°	384 m.
19th	Noon	24°00' N	152°49' W	239°	323 m.

Remarks
2 45m PM. Left Pilot Station. SF.
3 55 " Buoy A @ Course 250° True.
4 00 " Farallon Light House @ Departure Visibility Poor (Rain)
4 20 PM. C/C 238° True.
4 35 " met Liberty Ship. 1 mile to Stbd Steering apprx 58° True.
6 00 AM C-2 Type Ships following 4 miles astern Same Course.
14.30 Sight 2 Aircrafts. 1 PB2Y.
Sighted Aircraft Course W'ly.
15.40 Sighted Aircraft (C 54) Course W'ly.
8 00 AM Comm Zig Zag
15.45 Sighted Aircraft (C 54) W'ly course.
1800 Reduced speed to 14.5
18 00 Sighted unidentified Craft Bear 260°

Date March	Time	Latitude	Longitude	Base course	Distance
20					
"					
"					
"					
"					
"					
"					
"					
"					
20th	noon	20°55'N	158°00'W	Var	350m
21st					
"	noon	19°33'N	163°28'W	Var.	364m
22nd	noon	18°40'N	169°54'W	260°	368m
23rd	noon	17°25'N	175°52'W	258°	349
25th	noon	16°07'N	178°13'E	257°	348°
26th	noon	14°29'N	172°30'E	254°	348

Remarks
4.30 am Sighted Ship ahead Bear 240°
4.35 am " " abeam, going same Course
5.00 am " " on Stbd Quarter.
5.25 am Increased Speed to 82 R.P.M.
6.40 am D.R. on
8.36 am C/c to 210° True.
9.38 am Makapuu Pt @ 9m off
9.42 am C/c to 242° True.
10.34 am Diamond Head Lt. Hse @
11.40 " C/c to 180° True.
11.10 am Ship Sighted on horizon Port Beam
18.00 C/c To 160° True Zig Zag.
Clear + Fine. Small foll sea.
Clear + Fine. Small foll sea.
Part Cloudy Small foll sea.
Partly Cloudy Small foll sea.

555059°—43——2

Date	Time	Latitude	Longitude	Base course	Distance
March					
27th	Noon	12° 43'	166°35 E	253°	360
28th	6° am	Arr Entrance Eniwitok			
29th	10° am	Started heaving Anchor			
29th	Noon	11°09' N	162°19' E	Var	14.5
30th	Noon	12°12' N	156°55' E	282°	383
31st	Noon	12°30' N	149°47 E	Var	362
Apr 1st	Noon	10°45' N	144°46' E	249°	310
Apr 3	6 30 AM	9°55' N	134°35' E	Var	280m.

24 hrs 30 m

Remarks
Partly Cloudy Small fall sea.
10 30 am Proceeded in Eniwitok
11 20 am Dropped St Anchor in 22 fath Wate.
Anchrage I Bartf. #9.
Proceeded out 10 55 and Departure Eniwitok.
Fine + Clear Small fall sea.
Partly Cloudy Small fall sea.
Partly Cloudy Small fall sea.
Cloudy. Small fall sea.
6 30 am Arrived Kossol Passage Entrance.
Proceeded in to anch # 92
Master Pilot

Date	Time	Latitude	Longitude	Base course	Distance
Apr 27					
4th	Noon	9°52'N	131°29'E	Var	301 m
5th	Arrival San	Pedro	Bay	Light	

Remarks
Apr 3rd
15.25 Departure Kossol Rd Entrance
Anchored in Anchorage #465
Apr 10th Shifted to Anch #19
" 14th Shifted to Dock #4 Tacloban and started to discharge cargo. 3 gangs.
Apr 19th Shifted to Anchorage + Crew resumed discharge Cargo in Barges Crew discharged #5 and shifted to #4 Hold and discharged ½ of Cargo in #4. May 4th Shifted to Amlung Dock and Resumed discharging
P.I. Pilot docking ships Army Tugs assisting
May 11th Left Dock Completed discharging, and sailed for Oil Tanker Anchorage
May 12th Received 1106 Bbls Oil from IX-143. + sailed for Conway Anchorage
11.35 am in Anchorage #465 awaiting orders.
Left Anchorage May 14th 10.00 am for Departure
Departure 12.00 noon

Date	Time	Latitude	Longitude	Base course	Distance
May					
15	NOON	9°56' N	128°25' E	Var	211
16	noon	8°31' N	130°49' E	Var	167
17	noon	6°48' N	154°21' E	Var	250
18	noon	9°39' N	140°09' E	63°	384
19	noon	10°31' N	146°30' E	82°	378
20	noon	11°11' N	152°47' E	84°	370
21	noon	11°06' N	159°00' E	91°	360
22°	noon	11°57' N	165°01' E	Var	359
23°	noon	12°39 N	171°03' E	74°	365
24°	noon	15°20' N	176°59' E	73°5	358
25°	noon	16°50' N	176°48' W	76°	370
26°	noon	18°02' N	170°19' W	79°	380

Remarks
Part Cloudy, Smooth sea
Part " " "
Cloudy, Rain. Smooth sea.
Cloudy, Rain Smooth sea.
Part Cloudy. Small head sea.
Part Cloudy Mod head sea.
Part Cloudy. NE-4 Mod head sea
Part Cloudy ENE-5 Mod head sea.
Part Cloudy ENE-5 Mod head sea.
Partly Cloudy. ENE 5 Mod head sea
0800.04m Crossed 180 Meridian
Clear ENE-4 Mod head sea.
Clear ENE 4 Mod head sea.

Date 1943	Time	Latitude	Longitude	Base course	Distance
May					
26	Noon				
27	Noon	21°28°N	158°35W	Var.	405
28°	Noon	25°42'N	152°20W	52°½	400
29°	Noon	29°37'N	146°11'W	Var	401
30°	Noon	32°44'N	139°26'W	63°	390
31	Noon	35°30'N	132°07'W	68°	403
June 1.	Noon	37°39'N	124°40'W	71°	381

Remarks
Clear + fine Smooth sea.
Clear + fine Smooth sea.
Part Cloudy SE.2 Smooth sea.
Cloudy. SE-2 Smooth sea.
Ocast. Var-1 Smooth sea.
Cloudy N'ly 3-4 Small N'ly sea + swell.
5:36 Pm Arrival
San Francisco Lt Vessel.

555059°—43——3

T&DCTI—12-18-44—180M—374

VISUAL

HEADING:

TEXT: From commodor — will you meet escort or proceed independently from detachment point

FROM:
TO:
INFO TO:

TOD
TOR 0820 SYSTEM BK OPERATOR H DATE 5-15-45

Form RPS 5

RESTRICTED

Date 13 March 1945

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(Merchant Ship Form)

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